



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: June 12, 2017

SUBJECT: Work Session for June 12, 2017

5:00 p.m. (30 min) – Metro Update with Councilor Craig Dirksen. Metro Councilor Craig Dirksen will be present to update the City Council on projects and initiatives that Metro is working on.

5:30 p.m. (30 min) – Tualatin Development Code Improvement Project Update. Staff will brief City Council on the progress made to date on this project and discuss next steps.

6:00 p.m. (20 min) – Regional Transportation Plan Update. Staff will update the City Council on the status of the 2018 Regional Transportation Plan development, process and next steps.

6:20 p.m. (10 min) – Discussion of a Request to Join Transportation for America (T4A). Information is provided from Transportation for America with a request for the City of Tualatin to join as a member.

6:30 p.m. (15 min) – Council Advance Follow-up Part II. Council will review the final draft of the 2030 Vision that was discussed as part of the Council's recent planning session.

6:45 p.m. (5 min) – Request for Proclamation. The included request was submitted for your review and approval.

6:50 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agendas for the June 12th City Council meeting and brief the Council on issues of mutual interest.



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 06/12/2017

Subject: Metro Update

Through: Sherilyn Lombos, Administration

PowerPoint



Metro

Metro Update

Tualatin City Council • Councilor Dirksen • 6/12/2017

Regional Snapshots

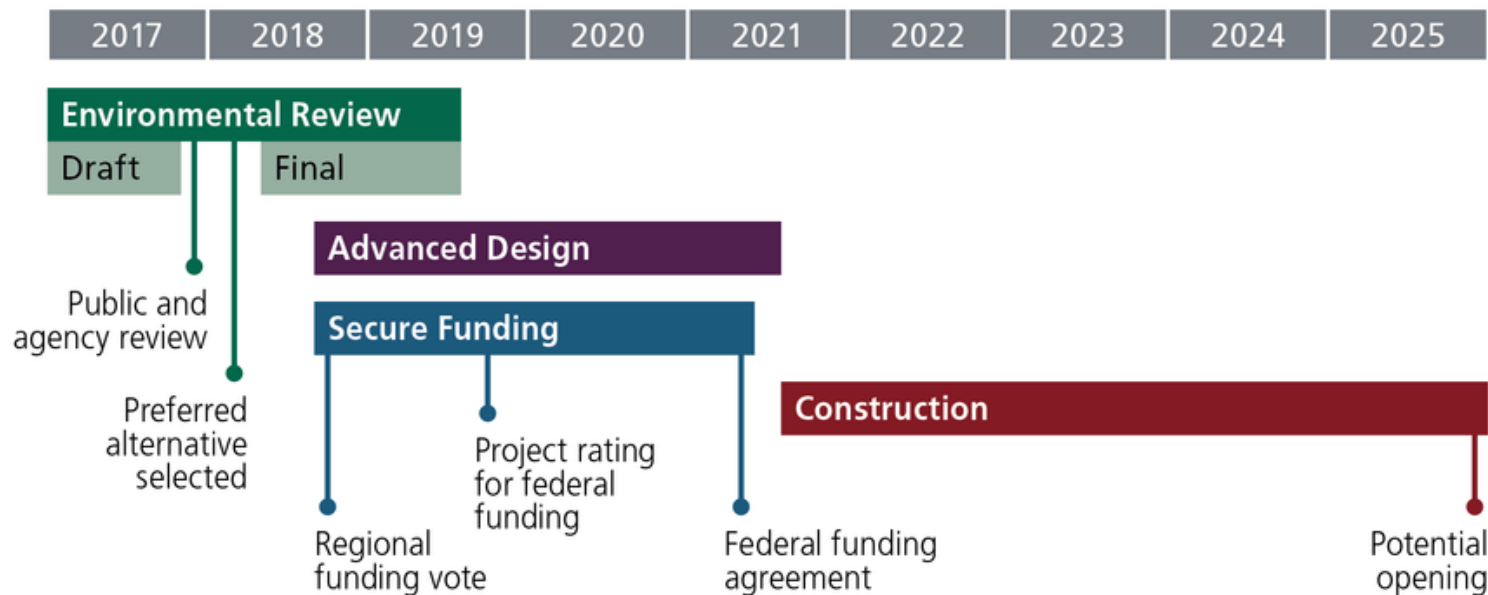
Snapshots on housing, jobs, transportation, changing communities, housing affordability, brownfields



SW Corridor

Draft Environmental Impact Statement work is moving forward

Community Advisory Group formed



Regional Flexible Funds

Final package
approved this spring
by JPACT and Metro
Council

\$33 million to 13
projects

\$625,000 for Herman
Road



Next steps for transportation

Focus on
transportation
package during
legislative session

Regional
Transportation Plan



Land use

HB 2095 passed
the House and
Senate

Stafford 5-party
agreement



2040 Planning and Development grants

One planning and development grant program

Annual grant cycle

Full applications due June 30



Parks and Nature

\$1.8 million in grants
awarded in December
2016

Orenco Woods

Chehalem Ridge

Farmington Paddle
Launch grand opening
on June 24



Willamette Falls Legacy Project

Riverwalk Design unveiled at June 3 community event



Equity in greater Portland

Strategic Plan to
Advance Racial
Equity, Diversity
and Inclusion

Construction
Career Pathways
Project



Convention Center Hotel

Hotel design
approved by City of
Portland

Construction
begins in mid-2017

Grand opening
scheduled for late
2019



Economic Impact of Venues

In the last fiscal year, over \$960 million in economic activity and 10,000 jobs from Convention Center, Expo and Portland 5 Centers for the Arts



Oregon Zoo

March 2 Conservation
education center
grand opening

Polar bear update



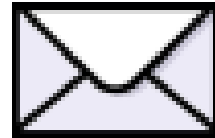
Your questions

Craig Dirksen

Metro Councilor, District 3

503-797-1549

Craig.dirksen@oregonmetro.gov



www.oregonmetro.gov/connect



Arts and conference centers

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Karen Perl Fox, Senior Planner
Alice Cannon, Assistant City Manager

DATE: 06/12/2017

SUBJECT: Progress Update on the Tualatin Development Code Improvement Project

ISSUE BEFORE THE COUNCIL:

Staff will brief Council on the progress made to date on the Tualatin Development Code Improvement Project.

POLICY CONSIDERATIONS:

The project team has been working since February 2017 to complete an audit of the entire Tualatin Development Code including the comprehensive plan; we reviewed, commented and decided on the look and function of the revised code; and presently, the code clean up work is well underway. There are no policy considerations at this time.

EXECUTIVE SUMMARY:

The Tualatin Development Code Improvement Project started in February 2017 with an audit of the entire Development Code. The audit findings were exhaustive and detailed. Based on findings from the audit the project team identified a robust set of substantive changes to Chapters 31-80 in the Code Clean-up. These changes include:

- Reorganizing chapters and sections into a consistent structure and logical sequence.
- Creating a new chapter of standardized uses with explanations and definitions.
- Streamlining Planning District chapters by creating clearer structure and improving the user friendliness for customers.
- Clarifying and streamlining language to improve readability
- Consolidating procedures and applications into a new chapter that will bring together various instructions that spread out throughout the code. This new chapter will incorporate a logical organization and consistent format so the code is easier to read and administer.

- Reformatting to update the appearance and give a fresh look to the Tualatin Development Code.

The Code Clean-up portion of the project is currently on schedule having completed the code audit. Presently, the project team is making all of the changes listed above and preparing the first of several drafts through an iterative process. Several examples of revised code sections are included in the attached presentation. When the drafts are complete the project team will present to the Planning Commission and City Council. Adoption proceedings will begin in early Spring 2018 with another presentation to the Planning Commission and City Council. The Code Clean-up portion of the project is currently scheduled to conclude in the early part of 2018.

The total project is broken into three parts:

- 1. Code Clean-up:** Intended to improve the overall efficiency, internal consistency and readability of the code is a 'policy neutral' technical code clean-up intended to result in adoption of draft amendments.
- 2. Outreach and Policy:** Listening and identifying concerns from the community regarding land-use policies and regulations.
- 3. Work Program:** Prioritize and organize suggestions into a multi-year path forward.

Attachments: [Attachment A - Presentation Update on Tualatin Development Code Improvement Project](#)

Tualatin Development Code Improvement Project: Update

TUALATIN CITY COUNCIL WORK SESSION
JUNE 12, 2017



- Goals & Analogies

Tualatin's current code



Tualatin's future code



Progress Update Feb 2017 – June 2017

- **Audit of Tualatin Development Code Feb -March – completed**
- **Sample Chapter (Gen. Manufacturing.) – completed**
- **Code clean up– well underway**

Draft Amendments: June – Nov 2017

- **Chapters 31-80 will have some type of update**
- **Substantive changes include :**
 - Improves Organization
 - Reorganizes chapters and sections into consistent structure and logical sequence
 - Standardized Uses
 - New chapter will explain and define uses
 - Streamline Planning District Chapters
 - Creates clearer structure and improves user friendliness of TDC for customers
 - Language Clean-up
 - Clarifies and streamlines language improving readability for users
 - Consolidating Procedures
 - New chapter to simplify and clarify information currently across multiple chapters
 - Incorporates a logical organization and consistent format so code is easier to read and administer
 - Reformatting
 - Updates appearance and gives fresh new look to the TDC

Tualatin Development Code Improvement Project (TDCIP)

PHASE 1: Before/After Illustrations of Policy Neutral



Purpose Section: Chapter 61: General Manufacturing

BEFORE

SECTION 61.010 PURPOSE.

The purpose of this district is to provide areas of the City that are suitable for light industrial uses and also for a wide range of heavier manufacturing and processing activities. These uses are expected to be more unsightly and have more adverse environmental effects than the uses allowed in the Light Manufacturing Planning District. Railroad access and screened outdoor storage will be allowed in this district, conforming to defined architectural, landscape, and environmental design standards. The heaviest industrial uses that are environmentally adverse or pose a hazard to life and safety shall be prohibited. The purpose is also to allow the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of building and home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in [Map 9-5](#) and specifically set forth in [TDC 61.035](#). In accordance with the Industrial Business Park Overlay District, [TDC Chapter 69](#), and [TDC 60.037-60.038](#) selected small-scale mixed uses that are supportive of and secondary to industrial uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on [Map 9-5](#) and allow selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in [Map 9-5](#) and specifically set forth in [TDC 61.035](#). [Ord. 1003-98, §5, 4/27/98; Ord. 1046-00 §15, 2/14/00; Ord. 1133-03, 3/24/03; Ord. 1370-14 §8, 3/24/14]

AFTER

- REMOVES DUPLICATION
- FOCUSES ON OVERALL INTENT
- IMPROVES CLARITY AND READABILITY

61.100 Purpose

The purpose of the General Manufacturing (MG) district is to provide areas of the City that are suitable for light industrial uses and for a wide range of manufacturing and processing activities. These uses are generally less aesthetically appealing and have greater potential for adverse environmental effects than the uses allowed in the Light Manufacturing (ML) Planning District. The heaviest industrial uses that are environmentally adverse or pose a hazard to life and safety are prohibited. Railroad access and screened outdoor storage will be allowed in this district, conforming to design standards. Commercial uses are allowed in the district on a limited basis, subject to specific requirements.

Permitted Uses: Chapter 61: General Manufacturing

BEFORE

SECTION 61.020 PERMITTED USES

No building, structure or land shall be used, except for the following uses as restricted in [TDC 61.021](#).

- (1) All uses permitted by [TDC 60.020](#) and [60.037](#) in the Light Manufacturing Planning District.
- (2) Assembly, packaging, processing, and other treatment of beer, coffee, and canned goods.
- (3) Assembly of electrical appliances, such as refrigerators, freezers, washing machines, and dryers.
- (4) Auto body and/or paint shop; auto machine shop; auto radiator repair shop; general auto and light truck repair, including but not limited to, repairing and rebuilding engines and repair of transmissions, drivelines and rear ends except not allowed in the Special Commercial Setback, [TDC 61.035\(1-3\)](#).
- (5) Chemical warehouse and distribution.
- (6) Cold storage plant.
- (7) Concrete batch plant, except not allowed in the Leveton Tax Increment District.
- (8) Manufacture of the following types of products:
 - (a) Batteries.
 - (b) Boilers.
 - (c) Bottles.
 - (d) Brick, tiles, or terra cotta.
 - (e) Cans.
 - (f) Chainsaws.
 - (g) Electric generators.
 - (h) Electric motors.
 - (i) Electric transformers.
 - (j) Engines, larger gasoline or diesel.
 - (k) Heating and cooling equipment.
 - (l) Industrial gases, excluding chlorine.
 - (m) Ladders.
 - (n) Lawnmowers.
 - (o) Manufactured Dwellings.
 - (p) Motor vehicles.
 - (q) Paint.
 - (r) Pet food.
 - (s) Prefabricated building or structural members for buildings.
 - (t) Rototillers.
 - (u) Signs and display structures.
 - (v) Windows.
 - (9) Marijuana facility, subject to the provisions in TDC Chapter 80.
 - (10) Metal casting (small to large size).
 - (11) Metal fabrication (light to medium) (of unfinished or semi-finished metals).
 - (12) Petroleum product distribution and storage.
 - (13) Planning mill.
 - (14) Processing, assembly, packaging, and other treatment of small products manufactured from sheet metal, wire larger than $\frac{1}{4}$ inch (0.25") in diameter, or tobacco.
 - (15) Production of agricultural crops.
 - (16) Sale, service and rental of industrial machinery including machine tools, processing, and packaging machinery, forklifts, hoists and conveyors.
 - (17) Sandblasting.
 - (18) Storage and retail sale of rock, gravel, barkdust, sawdust, coal or topsoil except not allowed in the Special Commercial Setback, [TDC 60.035\(1-3\)](#).
 - (19) Structural-mechanical testing laboratories.
 - (20) Welding shop.
 - (21) Wireless communication facility attached.
 - (22) Wireless communication facility.
 - (23) Other uses of a similar character found by the Planning Director to meet the purpose of this district, as provided in TDC [31.070](#).
 - (24) Sale, service and rental of construction and industrial equipment to contractors and industrial firms only. [Ord. 592-83, 6/13/83; Ord. 621-84, 2/13/84; Ord. 812-90, 9/24/90; Ord. 819-91, 1/14/91; Ord. 911-94, 2/14/94; Ord. 913-94, 2/28/94; Ord. 965-96, 12/9/96; and Ord. 988-97, 12/8/97; Ord. 1003-98, 4/27/98; Ord. 1026-99, 8/9/99; Ord. 2046-00, 2/14/00; Ord. 1133-03, 03/24/03; Ord. 1122-02, 11/25/02; Ord. 1212-06, 06/26/06; Ord. 1370-14 §9, 3/24/14; Ord. 1379-15, § 4 03/23/2015]

AFTER

- IMPROVES CLARITY WITH USE OF TABLES
- UTILIZES STANDARDIZED USE CATEGORIES
- ORGANIZES AND GROUPS RELATED USES
- IMPROVES USER FRIENDLINESS OF CODE

61.200 Uses

Table 61-1 lists uses Permitted, Conditionally Permitted, Limited or Not Permitted in the MG district. Within each use category, specific uses may be restricted pursuant to TDC 61.300.

**Table 61-1 (excerpt)
Use Categories in the MG District**

Use Category	Status	Exceptions & Additional Standards
Industrial Use Categories: P (Permitted) L (Limited) C (Conditional)		
Industrial Service	P/C	<ul style="list-style-type: none"> • Machine shop over 7,500 gross square feet permitted as a conditional use. • Machine shop less than 7,500 gross square feet permitted outright.
Heavy Manufacturing	P/L	<ul style="list-style-type: none"> • Concrete batch plant not permitted in the Leveton Tax Increment District. • Some manufacturing uses not permitted. See XX.XXX
Light Manufacturing	P	
Solid Waste Treatment and Recycling	L/C	Subject to TDC 61.300 (5).
Vehicle Storage	L	Not permitted in the Limited Commercial Overlay.
Warehouse and Freight Movement	P/C	Warehousing of building materials and supplies permitted as a conditional use. Bus maintenance and storage facilities permitted as a conditional use.
Wholesale and Freight Movement	P/C	Wholesale sales of building materials and supplies is permitted as a conditional use.

Development Standards:

Chapter 61: General Manufacturing

BEFORE

SECTION 61.050, 61.060 AND 61.080

Section 61.050 Lot Size.

Except for lots for public utility facilities, natural gas pumping stations and wireless communication facility which shall be established through the Subdivision, Partition or Lot Line

Adjustment process, the following requirements shall apply:

- (1) The minimum lot area shall be 20,000 square feet.
- (2) The minimum lot width shall be 100 feet.
- (3) The minimum average lot width at the building line shall be 100 feet.
- (4) The minimum lot width at the street shall be 100 feet.
- (5) For flag lots, the minimum lot width at the street shall be sufficient to comply with at least the minimum access requirements contained in [TDC 73.400\(8\) to \(12\)](#).
- (6) The minimum lot width at the street shall be 50 feet on a cul-de-sac street. [Ord. 866-92, 4/27/92; Ord. 965-96, 12/9/96]

Section 61.060 Setback Requirements.

- (1) Front yard. The minimum setback is 30 feet. When the front yard is across the street from a residential or Manufacturing Park (MP) district, a front yard setback of 50 feet is required. When a fish and wildlife habitat area is placed in a Tract and dedicated to the City at the City's option, dedicated in a manner approved by the City to a non-profit conservation organization or is retained in private ownership by the developer, the minimum setback is 10 – 30 feet, as determined in the Architectural Review process, with the exception of front yards across the street from a residential or MP District, provided the buildings are located farther away from fish and wildlife habitat areas.
- (2) Side yard. The minimum setback is 0 to 50 feet, as determined through the Architectural Review process. When the side yard is adjacent to a property line or across the street from a residential or Manufacturing Park (MP) District, a side yard setback of 50 feet is required.
- (3) Rear yard. The minimum setback is 0 to 50 feet, as determined through the Architectural Review process. When the rear yard is adjacent to a property line or across the street from a residential or Manufacturing Park (MP) District, a rear yard setback of 50 feet is required.
- (4) Corner lot yards. The minimum set-back is the maximum setback prescribed for each yard for a sufficient distance from the street intersections and driveways to provide adequate sight distance for vehicular and pedestrian traffic at intersections and driveways, as determined through the Architectural Review process.
- (5) The minimum parking and circulation area setback is 5 feet, except when a yard is adjacent to public streets or Residential or Manufacturing Park District, the minimum setback is 10 feet. No setback is required from lot lines within ingress and egress areas shared by abutting properties in accordance with [TDC 73.400\(2\)](#).
- (6) No spur rail trackage shall be permitted within 200 feet of an adjacent residential district.
- (7) No setbacks are required at points where side or rear property lines abut a rail-road right-of-way or spur track.
- (8) No fence shall be constructed within 10 feet of a public right-of-way.
- (9) Setbacks for a wireless communication facility shall be established through the Architectural Review process, shall consider [TDC 73.510](#), shall be a minimum of 5 feet, and shall be set back from an RL District, or an RML District with an approved small lot subdivision, no less than 175 feet for a monopole that is no more than 35 feet in height and the setback shall increase five feet for each one foot increase in height up to 80 feet in height, and the setback shall increase 10 feet for each one foot increase in height above 80 feet. [Ord. 592-83 §99, 6/13/83; Ord. 621-84 §13, 2/13/84; Ord. 862-92 §42, 3/23/92; Ord. 904-93 §42, 9/13/93; Ord. 965-96 §75, 12/9/96; Ord. 1026-99 §85, 8/9/99; Ord. 1050-00 §9, 3/13/00; Ord. 1098-02, 2/11/02; Ord. 1224-06 §19, 11/13/06]

Section 61.080 Structure Height.

- (1) Except as provided in TDC 61.080(2) - (4), no structure shall exceed a height of 60 feet and flagpoles which display the flag of the United States of America either alone or with the State of Oregon flag shall not exceed 100 feet above grade provided that the setbacks are not less than a distance equal to the flagpole height .
- (2) The maximum permitted structure height in TDC 61.080(1) may be increased to no more than 100 feet, provided that all yards adjacent to the structure are not less than a distance equal to the height of the structure.
- (3) Height Adjacent to a Residential District. Where a property line, street or alley separates MG land from land in a residential district, a building, flagpole or wireless communication support structure shall not be greater than 28 feet in height at the required 50 foot setback line. No building or structure, including flagpoles, shall extend above a plane beginning at 28 feet in height at the required 50 foot setback line and extending away from and above the setback line at a slope of 45 degrees, subject always to the maximum height limitation in TDC 61.080(1) and (2).
- (4) Wireless Communication Support Structure. The maximum structure height for a wireless communication support structure and antennas is 100 feet unless the wireless communication support structure and antennas are located within 300 feet of the centerline of I-5, in which case the maximum structure height is 120 feet. [Ord. 792-90 §6, 1/8/90; Ord. 965-96 §76, 12/9/96; Ord. 1026-99 §87, 8/9/99; Ord. 1046-00 §20, 2/14/00; Ord. 1116-02, 8/26/02]

AFTER

- CONSOLIDATES DEVELOPMENT STANDARDS
- ORGANIZES FOR CLARITY AND EASE OF UNDERSTANDING

Standard	Requirement	Exceptions and Additional Standards
Lot Size		
Minimum Lot Size	20,000 sq. ft.	Lots within the Central Urban Renewal Area shall conform to lot sizes described on Map 9-3.
Maximum Lot Size	Not Applicable	
Lot Dimensions		
Minimum Lot Width	100 feet	
Minimum Average Lot Width	100 feet	Measured at the building line.
Minimum Street Frontage – Cul-de-sac	100 feet 50 feet	For flag lots, minimum street frontage must meet minimum access requirements of TDC 73.400 (8) to (12).
Minimum Setbacks		
Front -Adjacent to residential or Manufacturing Park district	30 feet 50 feet	No fences permitted within 10 feet of a public right of way. Minimum front setback may be reduced through the Flexible Setbacks for Habitat preservation process. See 73.XXX.
Side -Adjacent to residential or Manufacturing Park district	0-50 50 feet	Determined through Architectural Review Process. No minimum setback if adjacent to railroad right of way or spur track.
Rear -Adjacent to residential or Manufacturing Park district	0-50 50 feet	Determined through Architectural Review Process. No minimum setback if adjacent to railroad right of way or spur track.
Parking and Circulation Areas -Adjacent to residential or Manufacturing Park district	5 feet 10 feet	No minimum setback required adjacent to joint access approach in accordance with TDC 73.400 (2).
Building Height		
Maximum Height	60 feet	May be increased to 100 feet if yards adjacent to structure are not less than a distance equal to the height of the structure.
-Adjacent to residential district	28 feet	Measured at the 50-foot setback line...

After that: Dec 2017 – March 2018

Review and Adoption

- Planning Commission Meeting– Winter 2018
- City Council Work Session – Winter 2018
- Planning Commission Meeting – Early Spring 2018
- City Council Meeting (Hearing) – Early Spring 2018

Comments



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Zoe Monahan, Management Analyst
Alice Cannon, Assistant City Manager

DATE: 06/12/2017

SUBJECT: Regional Transportation Plan Update

ISSUE BEFORE THE COUNCIL:

Receive an update on the 2018 Regional Transportation Plan project.

EXECUTIVE SUMMARY:

The Regional Transportation Plan (RTP) is updated by Metro every four (4) years as required by the federal government. The RTP sets the course for moving the regions safely, efficiently, and affordably for years to come. The RTP does not allocate or guarantee funds.

City staff has been working with staff from Metro, Washington County, and Clackamas County to identify local funding sources and funding targets. City staff reviewed the Transportation System Plan (TSP) and 2014 RTP list in order to develop our draft project list for 2018.

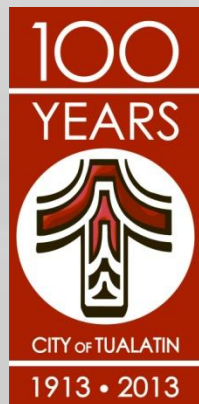
The draft list will be discussed at the County Coordinating Committees before it is submitted to Metro in July. This is the first round of the call for projects. There will be multiple levels of review and the forecasts could change depending on the state funding package.

Attachments: [RTP PowerPoint](#)
[RTP Project List](#)



Regional Transportation Plan Update

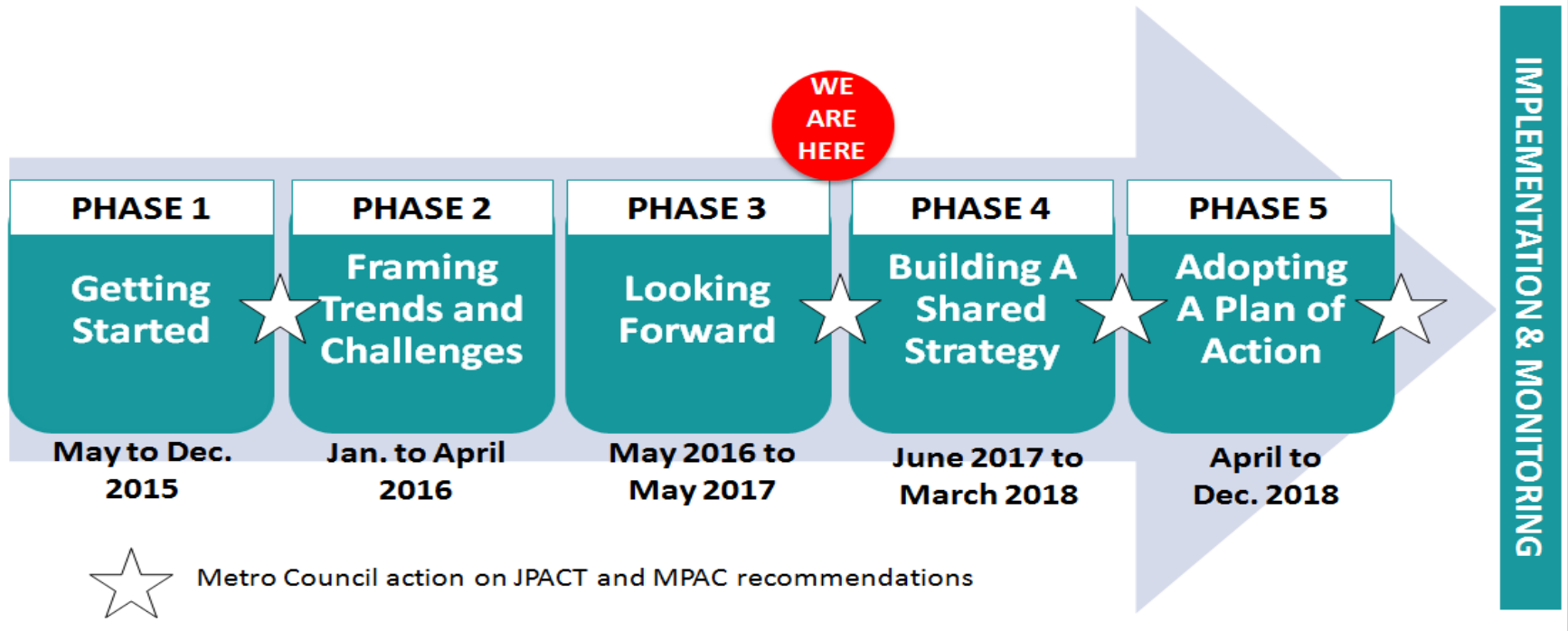
Tualatin City Council
Work Session
June 12, 2017



What is the RTP?

- Sets the course for moving the region safely, efficiently and affordably
- We participate to establishes our local priorities for federal, state and regional funding opportunities from 2018 - 2040. (The RTP does not provide a funding package)
- Metro is required to prepare the RTP at least every four (4) years.

Metro Project Timeline



IMPLEMENTATION & MONITORING

Region's Shared Vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

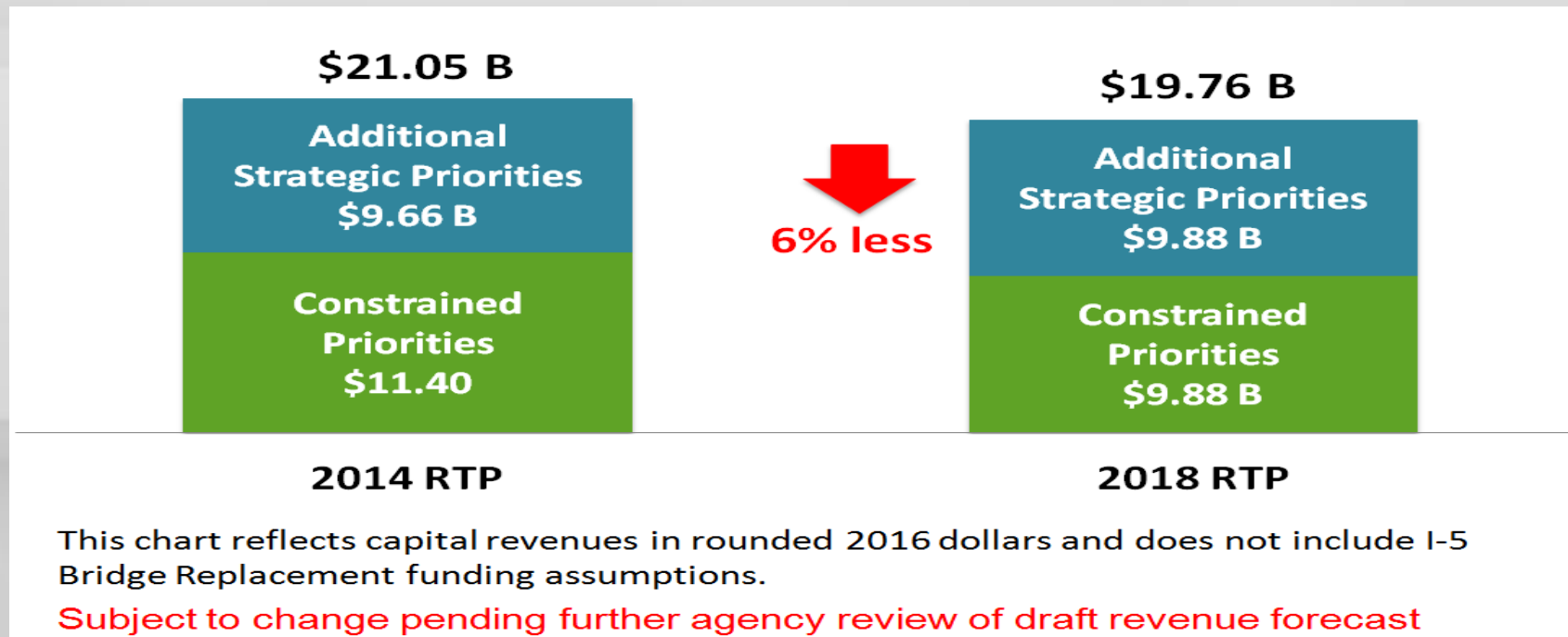
RTP Evaluation Framework

Pilot project-level evaluation on small number of larger-scale projects



Draft Constrained Forecast

Draft Constrained forecast and double it to set the overall funding target for the *Call for Projects*.



Sub-regional Funding Targets

Agency/ Coordinating Committee	CONSTRAINED Capital Funding Target 2018 – 2040	TOTAL Capital Funding Target 2018-2040
ODOT	\$1.52 B	\$3.04 B
TriMet	\$4.03 B	\$8.06 B
City of Portland	\$1.04 B	\$2.08 B
Clackamas County & cities	\$0.71 B	\$1.42 B
Multnomah County & cities	\$0.44 B	\$0.88 B
Washington County & cities	\$2.14 B	\$4.28
Port of Portland	under development	under development
TOTAL	\$9.88 BILLION	\$19.76 BILLION

Changes 2014 vs. 2018 RTP

- New Project – Grahams Ferry: Ibach to Helenius
- Priority Project Highlights:
 - Tualatin – Sherwood
(Teton to Langer Farms Parkway) – MSTIP 3e
 - Myslony Street
 - Herman Road
 - Garden Corner Curves
 - Blake Street: 115th to 124th

Key Dates and Next Steps

June 1	Call for Projects began
July 21	Deadline for project information and the technical evaluation begins (round 1)
Jan.-April 2018	Public input on draft project list
Feb. 2018	Regional Leadership Forum #4 to provide direction on draft
June -Aug. 2018	RTP available for public review
Dec. 2018	Metro Council action
Early 2019	Metro to submit the RTP to agencies for federal and state review.

RTP ID	LEAD AGENCY	NAME	START LOCATION	END LOCATION	TIME PERIOD	ESTIMATED COST 2016\$	PURPOSE	DESCRIPTION
Financially Constrained								
Projects Same as 2014 RTP								
10711	Tualatin	Teton	Tualatin Rd	N/A	2028-2040	\$ 647,367	Provide congestion relief.	Signalize intersection.
10738	Tualatin	Teton	Herman	Tualatin-Sherwood	2028-2040	\$ 2,619,232	Complete gap in system.	Reconstruct/widen to 3 lanes, Add bikelanes to Teton from Avery to Tualatin Rd. Right Turn Lane from Teton (N) to Tualatin-Sherwood Road (W)
10741	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	2028-2040	\$ 3,103,960	Complete gap in system.	Add bikelanes from Avery to Tualatin-Sherwood Rd.
11419	Tualatin	Boones Ferry Road	Ibach	Norwood	2028-2040	\$ 1,063,000	Complete gap in system.	Upgrade to urban standards and add sidewalks
11421	Tualatin	Tualatin Rd	115th	Herman Rd	2018-2027	\$ 2,381,120	Address safety issue	Signalize intersection at 115th and eliminate free right-turn on Tualatin Road, consider roundabout
11423	Tualatin	Avery	Teton	Tualatin-Sherwood	2028-2040	\$ 3,826,800	Complete gap in system.	Widen to 3-lanes
11428	Tualatin	Martinazzi	Warm Springs	Tualatin-Sherwood	2028-2040	\$ 2,554,389	Complete gap in system.	Add bikelane
11430	Tualatin	Helenius	109th	Grahams Ferry Road	2018-2027	\$ 1,491,389	Complete gap in system.	Upgrade to urban standards
11433	Tualatin	Saum Creek Greenway	Sagert	Tualatin River	2028-2040	\$ 2,269,505	Complete gap in system.	Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
11553	Clackamas County	Borland Rd	SW 65th Ave	Tualatin City Limits	2018-2027	\$ 10,253,698	Address safety issue	Upgrade to urban standards and fill sidewalk gaps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.

Projects Modified from 2014 RTP

11417	Tualatin	115th	Blake	124th Ave	2018-2027	\$ 11,161,500	Economic development and freight movement.	Build the roadways from from the SW Concept Plan: Exend SW 115th Avenue South to connect with the SW 124th Avenue, create an east- west connection between SW 115th and SW 124th Avenues. Install signal at 124th & 115th
	Tualatin	Nyberg Creek Greenway - west	I-5	Martinazzi	2028-2041	\$ 5,000,000	Complete gap in system.	Shared Use Path with boardwalk sections , crosses under I-5 at Nyberg Creek
10714	Tualatin	105th Ave/Avery Street	Blake	105th	2018-2027	\$ 3,500,000	Address safety issue and complete gap in pedestrian system.	Upgrade SW 105th Ave/ SW Blake st/ 108th Ave to roadway standards between Avery st. and willow st.
10709	Tualatin	Sagert	Martinazzi		2028-2040	\$ 2,923,250	Provide congestion relief and address safety issue	Signalize intersection and improve grades on Sagert at Martinazzi
10715	Tualatin	Herman	Teton	Tualatin	2018-2027	\$5,300,000	Freight movement.	Upgrade to standard 2-lane road.
10744	Tualatin	Tualatin River Pathway			2028-2040	\$ 8,983,413	Complete gap in system.	Fill in system gaps from eastern city limits to western city limits.
10716	Tualatin	Myslony	112th	124th Ave	2018-2027	\$ 10,000,000	Economic development and freight movement.	Reconstruct/widen from 112th to 124th to fill system, includes bridge.
11431	Tualatin	Norwood	Boones Ferry Road	East City Limits	2028-2040	\$ 3,172,000	Complete gap in system.	Upgrade to urban standards

10745	Tualatin	Nyberg Creek Greenway Trail - East	65th	Sagart	2018-2027	\$ 3,000,000	Complete gap in system.	Shared Use Path with boardwalk sections through sensitive areas
11426	Tualatin	65th Ave.	Tualatin River	I-205	2028-2040	\$ 10,347,242	Complete gap in system.	Add multi-use path along 65th Avenue to the Tualatin River to I-205

Proposed NEW RTP Projects

NEW	Tualatin	Grahams Ferry Road	Ibach	Helenius	2028-2040	5,048,800		Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and Helenius Road.
NEW	TriMet	City Wide			2018-2027	See TriMet		Extend service hours for all transit, with a focus on the No. 96 bus line.

Unfunded

10712	ODOT	Boones Ferry	Martinazzi	Lower Boones Ferry		\$ 18,940,534	Provide congestion relief.	Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road, includes widening bridge over Tualatin River.
10717	Washington County	Cipole	ORE 99W	Tualatin-Sherwood		\$ 21,291,890	Economic development and freight movement.	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include multi-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
10718	Tualatin	Herman	Cipole	124th Ave		\$ 2,736,162	Economic development and freight movement.	Reconstruction/ widen to 3-lanes from Cipole to 124th.
10721	Tualatin	McEwan	65th	Lake Oswego		\$ 3,741,760	Provide congestion relief.	Widen to 3 lanes from 65th to Lake Oswego.
10723	ODOT	ORE 99W	Cipole	River		\$ 15,307,200	Provide congestion relief.	Widen to 6 lanes from Cipole to the Tualatin River.
10737	Tualatin	Central Design District Pedestrian Improvements				\$ 11,267,800	Complete gap in system.	Pedestrian improvements & bike lanes.
10739	Tualatin	Nyberg	Tualatin-Sherwood	65th		\$ 7,441,000	Complete gap in system.	Add bikelanes on Nyberg from I-5 to 65th.
10742	Tualatin	108th Ave.	Tualatin River Greenway Trail - South Bank of the Tualatin River	Tualatin River Greenway Trail - North Bank of the Tualatin River		\$ 2,587,342	Complete gap in system.	Pedestrian bridge over Tualatin River and connecting paths.
10743	ODOT	99W	South City Limits	North City Limits		\$ 11,055,200	Complete gap in system.	Install sidewalk from Cipole to Tualatin River.
11416	Tualatin	105th Ave/Avery Street	105th	Avery		\$ 1,063,000	Address safety issue	Signalize intersection
11420	ODOT	Nyberg	I-5 on-ramp	I-5 on-ramp		\$ 1,138,473	Provide congestion relief.	Add an additional northbound on-ramp to I-5
11422	Washington County	Tualatin-Sherwood Road	Boones Ferry Road	124th Ave		\$ 1,182,056	Provide congestion relief.	Add eastbound right turn lane on Tualatin-Sherwood at Boones Ferry Rd and add right-turn lane on Tualatin-Sherwood to 124th
11424	Tualatin	Hazelbrook Road	ORE 99W	Jurgens		\$ 3,766,209	Complete gap in system.	Upgrade to urban standards
11427	Tualatin	Ice Age Tonquin Trail	112th	Tualatin / Boones Ferry		\$ 24,135,415	Complete gap in system.	Construct multi-use path

11429	Tualatin	Sagert				\$ 3,488,766	Complete gap in system.	Add sidewalks on I-5 bridge overpass
11434	Tualatin	Norwood	Boones Ferry Road	I-5		\$ 3,500,000	Complete gap in system.	Construct multi-use path
11435	Tualatin	Westside Trail Pedestrian Bridge	Cipole	North of Tualatin River		\$ 9,090,509	Improve pedestrian and bicycle connectivity.	Multi-use trail and bridge over the Tualatin River connecting Westside Trail and Ice Age Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
11597	Tualatin	Ice Age Tonquin Trail	Cipole	Tualatin River		\$ 15,535,745	Complete gap in system.	Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
11425	Tualatin	Teton	Tualatin-Sherwood	Avery	2028-2040	\$ 1,884,699	Provide congestion relief and address safety issue	Add a dedicated right-turn lane on Teton to Tualatin-Sherwood and add southbound turn pocket on Teton to Avery and signalize intersection
11432	Tualatin	I-5 Path	Lower Boones Ferry Road	Norwood	2028-2040	\$ 3,449,435	Complete gap in system.	Construct multi-use path parallel to I-5
We support these Washington County Projects (below) and we accept the proposed cost estimates and timeframe. - Not included in Tualatin's Project List								
11436	Washington Co.	Basalt Creek Parkway Overcrossing	Boones Ferry Rd	East of I-5	2028-2040	\$ 40,394,000	Provide congestion relief.	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to Stafford Rd. Integrate multi-use path in corridor that connects to Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
11469	Washington Co.	124th Ave Improvements	Tualatin-Sherwood Rd.	Grahams Ferry Rd	2028-2040	\$ 14,882,000	Economic Development	Widen 124th from 2 lanes to 5 lanes with bike lanes and sidewalks
11470	Washington Co.	Basalt Creek	Grahams Ferry Rd.	Boones Ferry Rd	2028-2040	\$ 61,547,700	Economic Development	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.
10736	Washington Co.	124th Ave Extension	Tualatin-Sherwood Rd.	Grahams Ferry Rd	2018-2027	\$ 32,953,000	Economic Development	5 lane road to facilitate development of industrial lands, grade separated rail crossing South of Tonquin. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
11339		I-5/99W Connector Southern Arterial	Hwy. 99W	124th Ave. Extension	2028-2040	\$ 138,190,000	Provide congestion relief.	Construct 2/3 lane arterial with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
10588	Washington Co.	Grahams Ferry Rd Improvements	Helenius St.	Washington/ Clackamas County line	2028-2040	\$ 29,764,000	Provide freight access and capacity to link the Coffee Creek I RSIA and the industrial area north of Wilsonville Road as well as the I-5/Wilsonville Road Interchange.	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.
10590	Washington Co.	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	2028-2040	\$ 15,945,000	Address recurring safety issue.	Realign and widen to three lanes with bike lanes and sidewalks and street lighting. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.
11340		I-5/99W Connector Southern Arterial	Hwy. 99W	124th Ave. Extension	2028-2040	\$ 85,040,000	Provide congestion relief.	Widen road to 5 lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 06/12/2017

Subject: Request to Join Transportation for America (T4A)

Through: Sherilyn Lombos, Administration

Membership Benefits

Membership

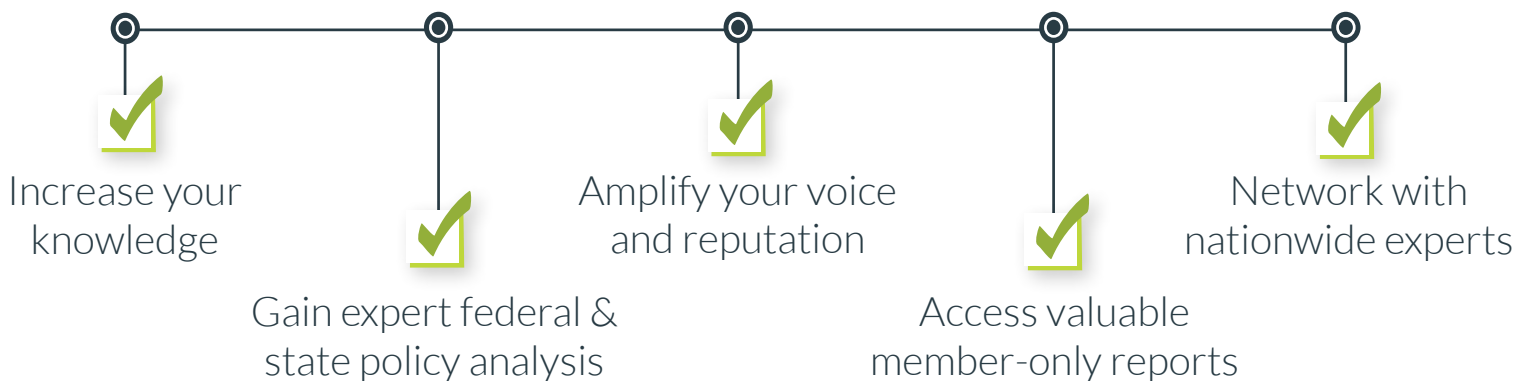
JOIN AS A MEMBER



Transportation for America (T4A) is the leading national organization committed to empowering local business, civic and elected leaders to build the transportation projects that increase economic prosperity and competitiveness.

Transportation for America is on the leading edge of what's happening in the world of transportation planning and policy, and membership in T4America will amplify your knowledge and influence. On issues ranging from federal and state transportation legislation to trending practices in planning and executing transportation projects, members have special access to the insights of our staff and network of experts. Additionally, membership connects you with a diverse group of like-minded leaders who are planning, funding and building smarter transportation networks in their communities.

The benefits



T4America is:



SECURING MONEY FOR YOUR COMMUNITY



DEFINING THE ISSUES



WELL CONNECTED, WELL RESPECTED

The benefits of membership

Timely insight and information on federal and state policy. From the White House to the state house, members receive insightful information and analysis of pressing federal and state transportation policy issues.

Access to members-only resources. Members have access to our extensive information clearinghouse to support your advocacy campaigns and strategies, including early access to reports and other resources before public release.

Professional development and networking with diverse communities. Participation in a premier network of officials, practitioners, civic leaders, business professionals, scholars and others dedicated to reforming how we spend transportation dollars at the federal, state and local levels.

Publicity. Amplify your reach by publicizing and celebrating your achievements through our newsletter, blog, social media properties and other communications. We also create joint report release opportunities among members to connect national transportation issues with your local examples.

Exclusive discounts on our products and events. Take advantage of special discount offers on a variety of products and services, including reduced registration fees at T4A-sponsored events. Members may also access special offers on a variety of products and services from our partners.

Opportunities to collaborate. We engage in partnerships and collaborations with our members in order to continually advance our leadership network. We cross-promote member events and resources that advance our mission and offer opportunities to participate in and develop programs.

Annual dues by sector

Public-sector members

Any size public agency Population x 0.003 = annual dues

** With a cap of \$12,500 and a floor of \$1,250*

Business-sector members

Tiered by total revenues

Up to \$1M	\$3,000	Up to \$10M	\$10,000
Up to \$3M	\$5,000	Over \$10M	\$12,500
Up to \$5M	\$7,500		

Non-profit members

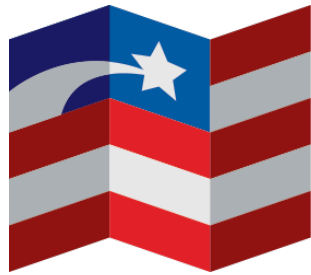
Tiered by organizational revenue

Up to \$1M	\$1,000	Up to \$5M	\$4,000
Up to \$3M	\$2,500	Over \$5M	\$5,500

University members

Flat Fee	\$1,500
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For more information on membership, contact Alicia Orosco, Program Manager
Alicia.Orosco@t4america.org // 202-955-5543 x211 // 1707 L Street NW Ste. 250 Washington, DC 20036



Transportation for America

Membership with T4America

www.T4america.org

@t4america



About Us

Transportation for America is the alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government invest in smart, locally-driven transportation solutions – because these are the investments that hold the key to our future economic prosperity.

T4A is committed to helping your community create the transportation investments necessary for a prosperous future.

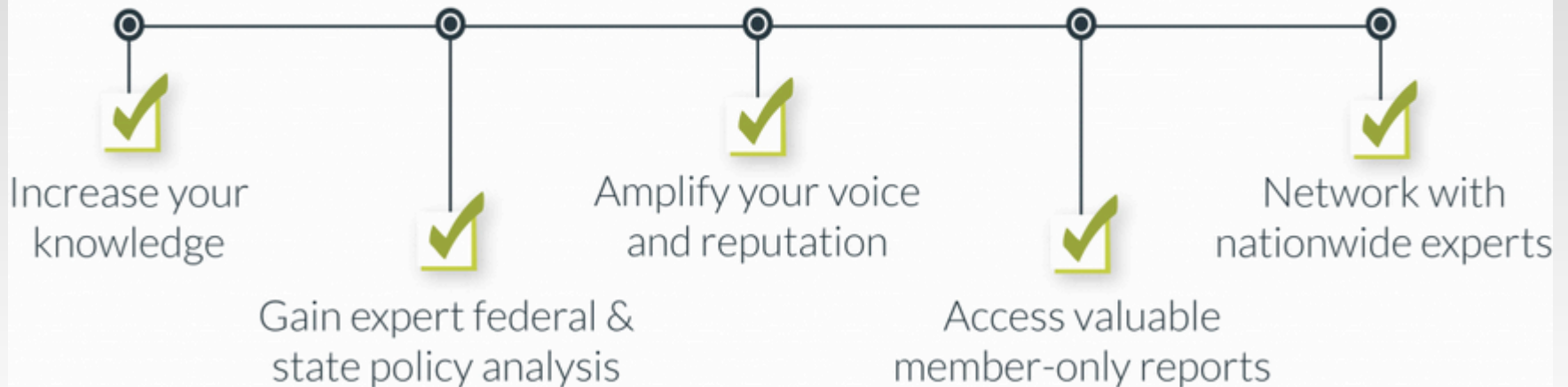
Why Join T4America?

Benefits of membership:

- Participate in creating the next generation of transportation investments
- Create real progress in your community
- Connect with a diverse set of peers all reaching to solve the similar challenges
- Raise the profile of your region and organization as leaders

Membership Benefits

The benefits of membership



T4America Membership Categories



Public-Sector Members



Business-Sector Members

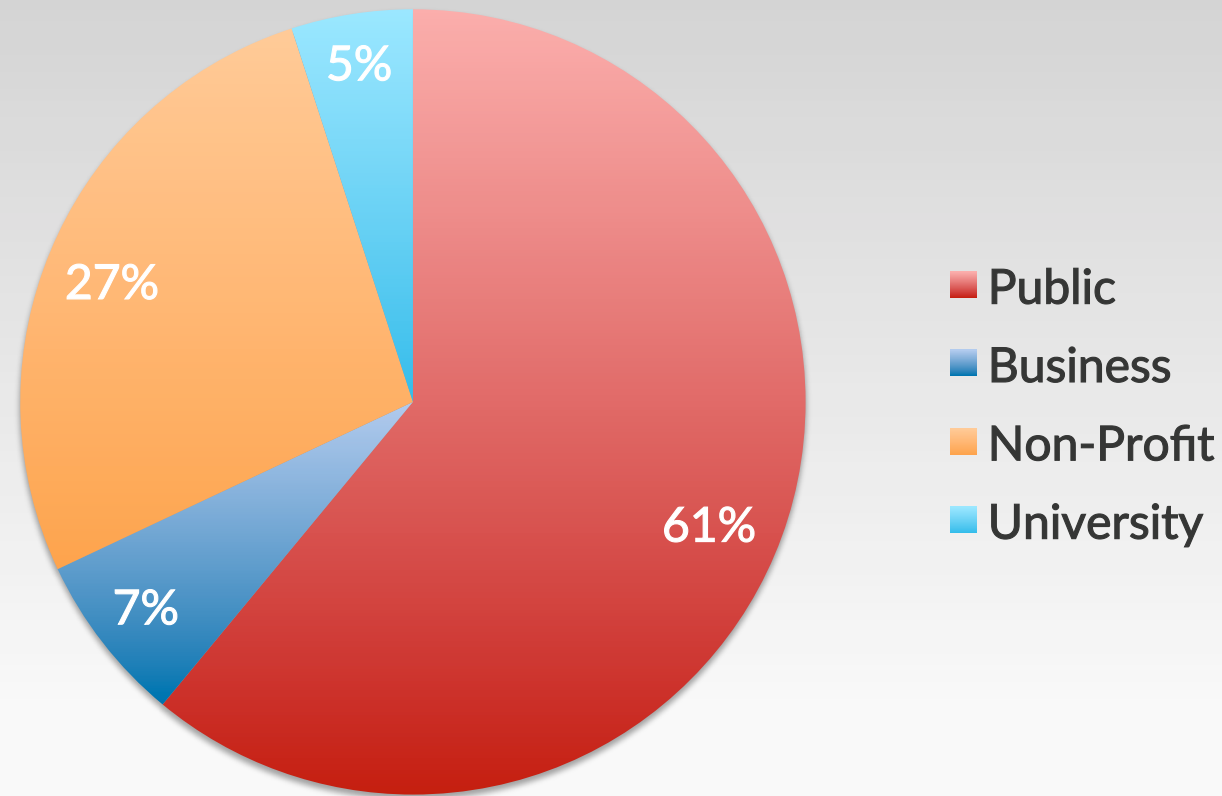


Non-Profit Members



University Members

T4America Members by Sector



T4america Members Include:

Cities, counties, universities, non-profit organizations and businesses of various shapes and sizes.



Leading the Way



Transportation is the key to our region's success

Finding ways to make new, smarter investments in transportation is fundamental for creating a better quality of life for this region, attracting new jobs and helping existing companies expand.

- Dave Williams, Metro Atlanta Chamber of Commerce



Moving tourists and their dollars throughout the region

Tourism is a huge driver of our economy. Many people visit our county without their car and we want to move them around and figure out how to connect them to nearby areas easily — rail and public transportation are a big part of that.

- Kristin Jacobs, Broward (FL) County Commissioner

Leading the Way

Transportation for America Well Connected, Well Respected

“As representatives of Greater Boston’s business community, participating in Transportation for America allows us to collaborate with peer organizations around the country as well as other elected and civic leaders to promote transportation and infrastructure investments that will catalyze economic growth locally, regionally and nationally.”

Rick Dimino, CEO, A Better City

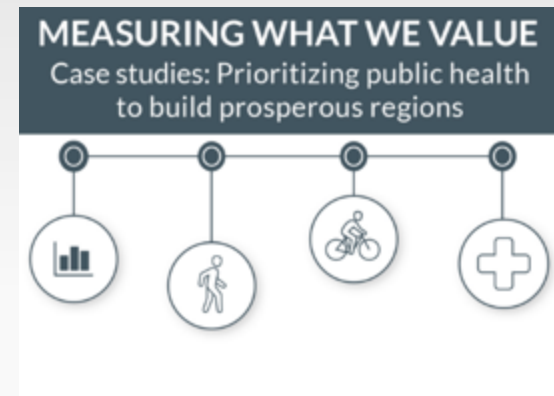
Federal and State Issue Advocacy

- Clear, concise and timely analysis on the legislative and political events impacting federal and state transportation funding and policy
 - Federal Transportation Appropriations and Authorization Legislation
 - Electoral impacts of state transportation funding action



Federal and State Issue Advocacy

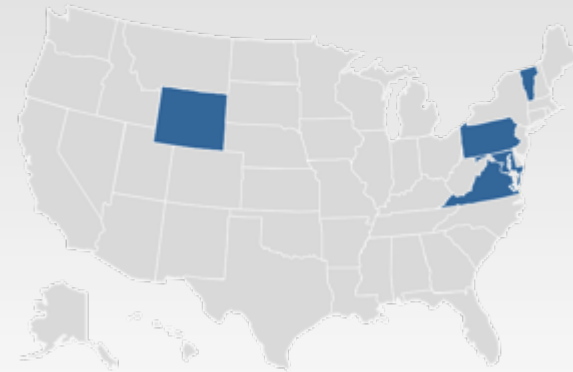
- Development of policy solutions to create funding streams directly accessible to local communities
 - Support for TIGER, TOD Planning Grants, TIFIA
 - Webinars on new funding sources and application techniques
 - Access to federal and state experts in federal policy development and grant writing



Innovative, Research in Action

- Transportation Funding Deficit Analysis
 - T4A recently analyzed the federal transportation funding crisis and issued metropolitan level impact information, the only national organization to do so
- State Funding Tracker
 - T4A collects and synthesizes state-level information on which states are raising money for transportation

SINCE 2012,
97.2% OF REPRESENTATIVES IN THESE STATES
VOTING **YES** ON BILLS TO RAISE
TRANSPORTATION REVENUE
WON THEIR NEXT PRIMARY



Early and Exclusive Access

- Measuring Up: State and Local Transportation Funding Campaigns
 - No-cost access to experts and leaders on how pass transportation funding measures
- T4A Policy Breakfasts
 - Opportunities to host and elevate their profiles of their members
- Joint granting opportunities
 - Opportunities to accelerate innovation through direct project and program funding



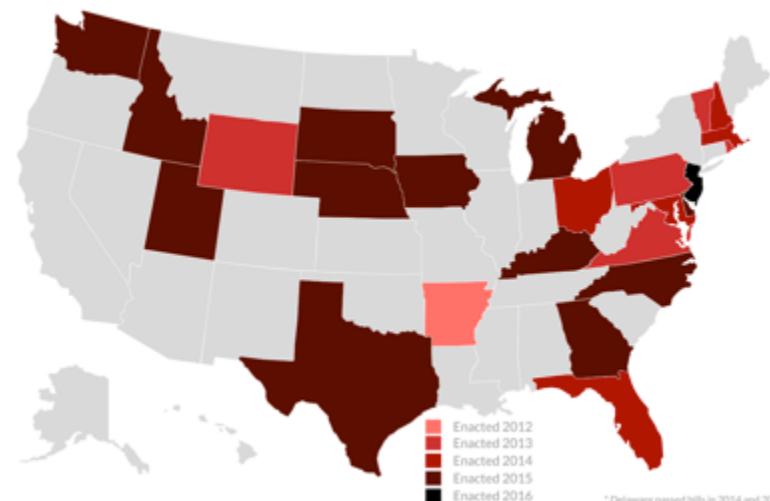
Network of Leaders

T4A unites transportation advocates, state legislators and other important voices to create, share and advocate for smarter, more innovative transportation solutions in state capitols.



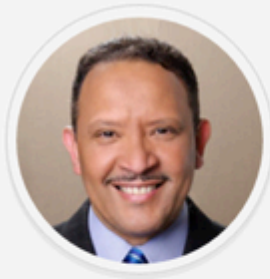
A project of  **Transportation for America**

Successful state plans to raise additional transportation revenue, 2012-2016



Network of Leaders

T4A members cut across fields, trades, professional backgrounds to promote forward-looking transportation solutions in their regions.



The issue of transportation should unite us

Helping people get to work and to get to jobs, helping employers get access to the widest community of employees; transportation investments make common sense. It's something that all of us, people from all parts of the political spectrum should be able to agree on.

- Mayor Marc Morial (formerly of New Orleans, LA), President, National Urban League

Join T4America Today!

Dennis Smith
Executive Director, Maricopa Association of Governments (MAG)

"MAG joined T4America because of the good information they provide. We like T4America because they focus on innovation, and we thought we would get smarter by joining such a group with good, useful and current information. "

Craig Dirksen
Councilor, Metro – Metro Regional Government and the Joint Policy Advisory Committee on Transportation

"We realized that working with a national organization that wants much of what we want would help us to build broader support for the policies and funding we want to see. And it would be much more effective than attempting to conduct shuttle diplomacy on our own."

Jennifer Sabas
Executive Director, Move Oahu Forward

"We joined T4America because, having worked in DC I know the importance of being connected. I also wanted to make sure that we provide good information for our board. Since we have a 5,000-mile difference it is important to stay current and connected on what is happening at the federal level and around the country





MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Tanya Williams, Assistant to the City Manager

DATE: 06/12/2017

SUBJECT: City Council Advance and Vision Review

ISSUE BEFORE THE COUNCIL:

The City Council will review the final draft of the Council 2030 Vision that was part of the Council's planning session held Feb 10th and Feb 11th, 2017. At a previous work session, the Council reviewed the identified priority areas over the next two years. This work session will focus on the 2030 Council Vision, Elements of Our Success, and the Council Decision Making Process. These items are also part of a new placemat that the Council will have available to them at each Council meeting.

Attachments: [PowerPoint](#)



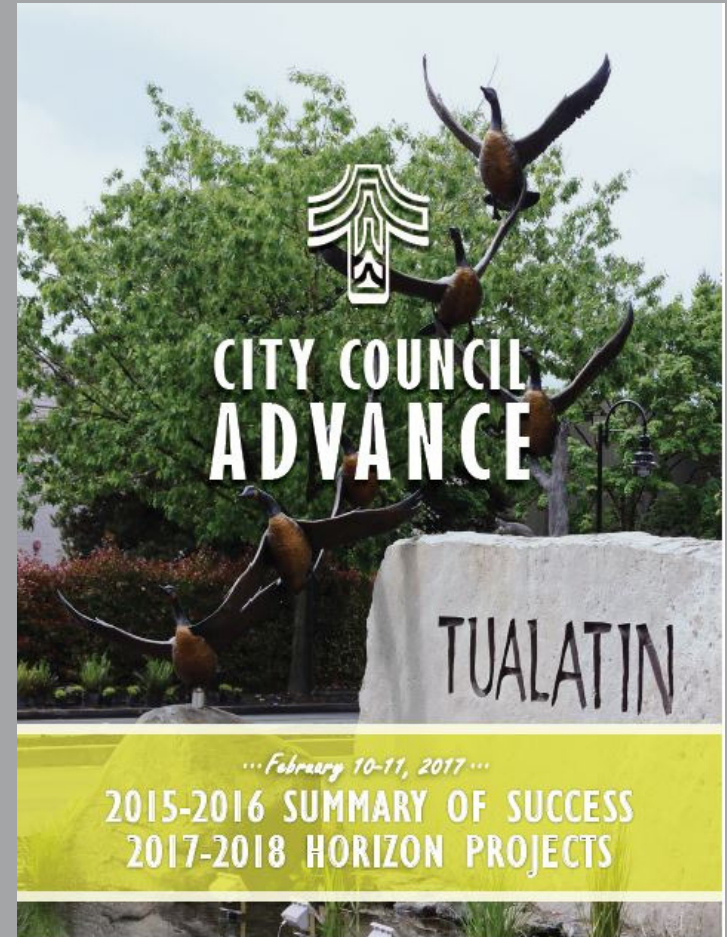
City of Tualatin
City Council Advance Debrief

PART II

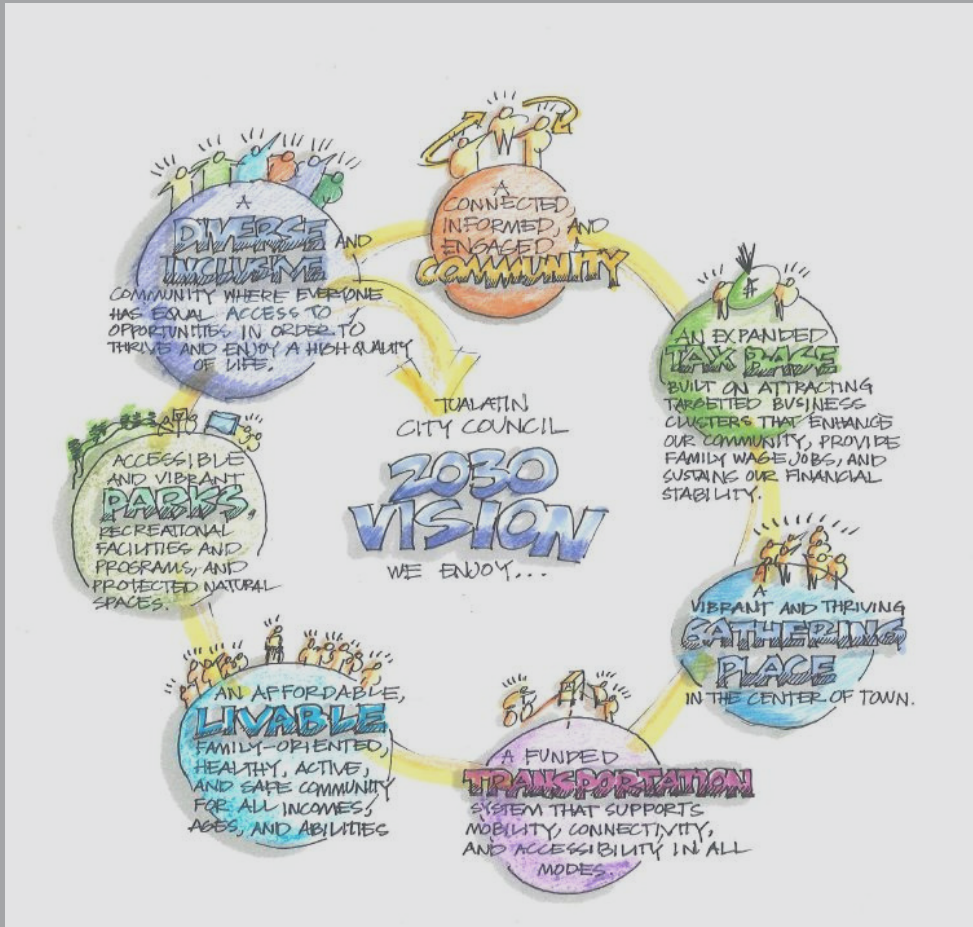
June 12, 2017

Review Debrief Part I:

- Reviewed Project Successes
- Reviewed List of Hot Topics

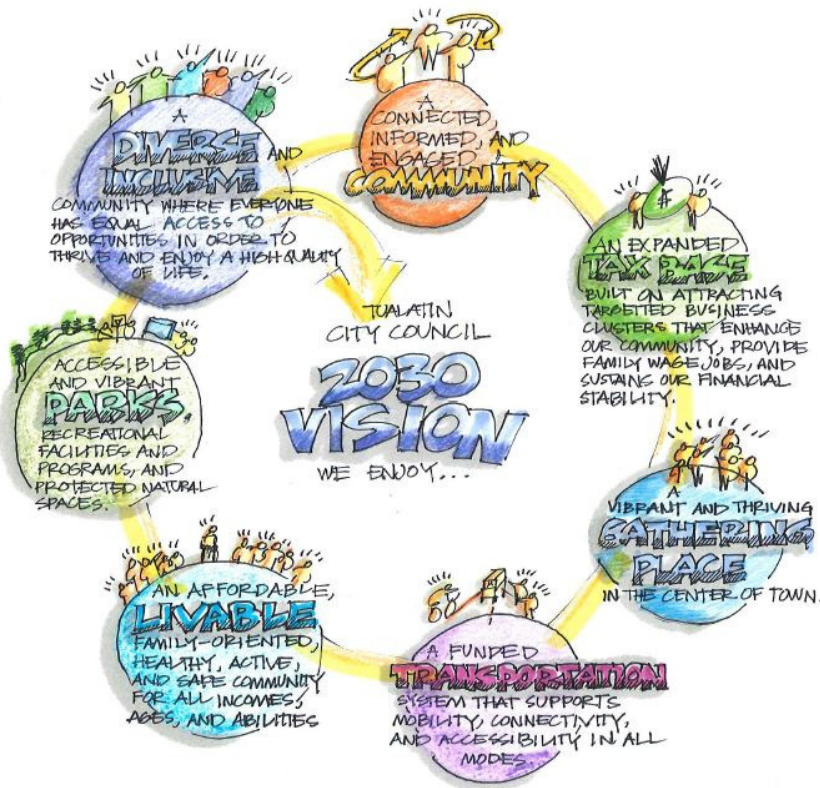


Council Vision 2030

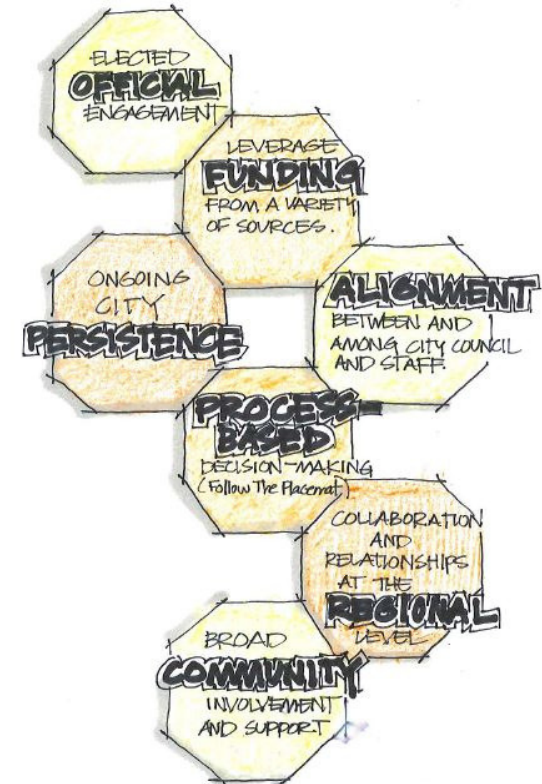


- A Diverse Community
- A Connected & Engaged Community
- An Expanded Tax Base
- A Gathering Place
- A Funded Transportation System
- A Livable & Affordable Community
- Accessible and Vibrant Parks

Updated Placemat



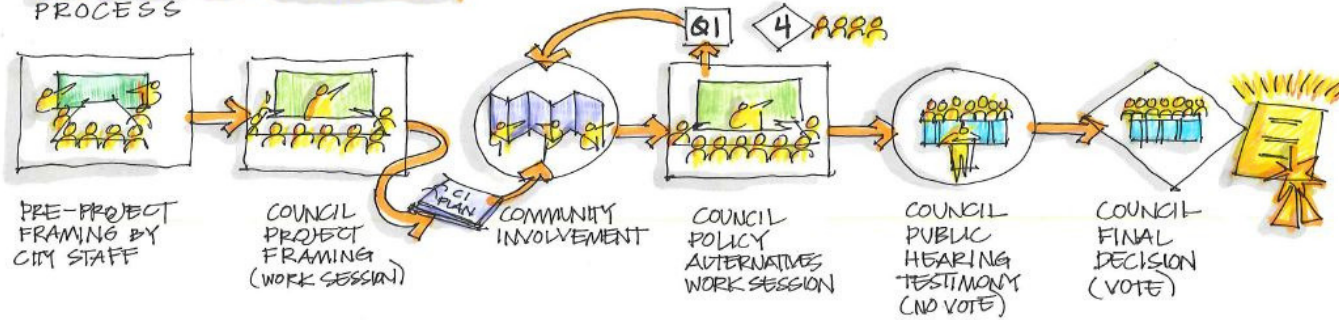
ELEMENTS OF OUR SUCCESS



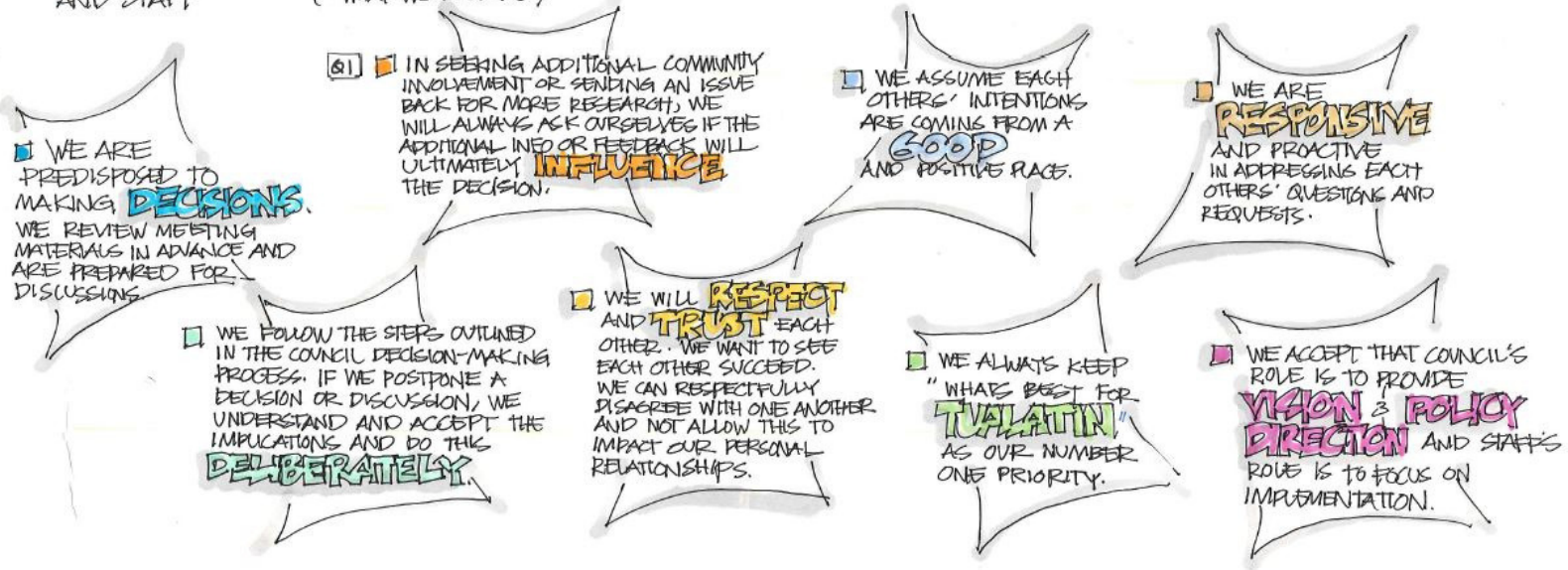
February 2017

Updated Placemat

COUNCIL DECISION-MAKING PROCESS



COUNCIL CREDIMUS AND STAFF ("WHAT WE BELIEVE")



The Road Ahead

Next Steps:

- Staff is in the process of developing work plans for each of the priority areas
- Report Back as Progress Happens



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 06/12/2017

Subject: Request for Proclamation

Through: Sherilyn Lombos, Administration

Request



CITY OF TUALATIN

APPLICATION TO REQUEST A PROCLAMATION
18880 SW MARTINAZZI AVE • TUALATIN, OR 97062
PHONE 503.691.3011

Requests for City Proclamations should be submitted four weeks prior to the requested Council Meeting date. The City Council meets the 2nd and 4th Monday of each month unless otherwise noted. For specific meeting dates, please visit the City of Tualatin website at www.tualatinoregon.gov.

Topic & Purpose of Proclamation:

That the Tualatin Overture, composed by Arthur Breur, be the official overture of the City of Tualatin.

Individual, Agency, or Organization Sponsoring the Proclamation:

Arthur Breur, composer

Local Resident Attending Council Meeting to Receive Proclamation:

Arthur Breur

(813) 767-7823 cell

Name

Phone

Note: There is a limit of two proclamations per City Council meeting and selection is made in the order requests are received. Please indicate an alternative meeting date for the event the preferred date is unavailable. While the City does its best to recognize citizen needs, we retain the right to decide if the proclamation will be issued or not.

Preferred City Council Meeting Date Requested: June 12, 2017

Alternate City Council Meeting Date: June 26, 2017

Requested By: Arthur Breur (813) 767-7823 cell, (503) 928-7789 work

Name

Phone

7671 SW Willowbottom Way

Arthur.Breur@gmail.com

Address

Email

Please attach a draft copy of your one page proclamation to this application or check the box if the proclamation will be the same as the previous year. Wording will be the same as the previous year.

Return the completed form to: City of Tualatin, Attn: Deputy City Recorder, 18880 SW Martinazzi Ave, Tualatin OR, 97062 or via email to nmorris@ci.tualatin.or.us.

For Official Use Only:

Date Request Received	_____
Approved	_____ Not Approved _____ Applicant Notified _____
Date Proclaimed	_____

Proclamation

Proclamation Declaring the Tualatin Overture, composed by Arthur Breur,
as the Official Overture of the City of Tualatin

WHEREAS the Tualatin Overture was composed by Arthur Breur and premiered by the Tualatin Valley Symphony on May 21, 2017 as a celebration of the City of Tualatin, past, present, and future; and

WHEREAS the Tualatin Overture includes musical references to key points about the history of Tualatin and its region (prominent names, recent history, pioneers, the Tfalati, mastodons and mega-fauna, Missoula Floods); and

WHEREAS the Tualatin Overture was composed using the letters of “Tualatin” to create many of the work's melodies; and

WHEREAS a symphonic work provides a unique and as yet unused channel to promote the City of Tualatin throughout the world.

BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, that:

The Tualatin Overture, composed by Arthur Breur, be proclaimed the Official Overture of the City of Tualatin